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RAILROADS CONCENTRATE ON NIGHT LOADING

NEW PROCESSES ADOPTED -- Gudok, No 114, 23 Sep 49

The Moscow-Donbass Railroad System, as formerly, is carrying out approximately 45 percent of its coal-loading operations during the first half of the day. In the stations of Zadonskaya, Uzlovaya, Molodezhnaya, Urvanka, Gornotop, Shornaya, Dobychnaya-gruzovaya, and others, unified technological processes have been established to consolidate night operations during the winter months. Unified plans to combat snow drifts have been set up. The division coal-loading plans have been coordinated with coal mining, and empty cars are being delivered directly to the mines, so that the necessity of piling the coal has been eliminated.

On the Belorussian System, a system plan and station and division plans were set up in August for smooth operations. According to the plan, 80 percent of all local freight is unloaded during the first half of the day, and cars thus released are loaded during the remainder of the day.

In order to strengthen freight operations during the night hours, new coordinated technological processes have been adopted in the stations of Ozerneye Klyuchi, Suchan, Maykhe, and Tavrichanka of the Primorskiy Railroad System. Similar processes are being worked out for the stations of Pervaya Rechka and Yevgen'yevka. These plans call for the delivery of empty cars to loading points at strictly designated hours according to a rigid schedule.

Workers of the station of Mospino and of the siding of the "Sovetskugol" Trust and the Mospino Briquette Plant were among the first on the South Donets System to work out a station plan for smooth operations. At present, the first delivery of empty cars is made to the station of Mospino at 1955 hours, and these cars are loaded and dispatched before 0400 hours. If the plan is followed exactly, about 70 percent of the daily assignment can be completed during nighttime. The actual figure attained is 50 - 60 percent. The coal miners have increased coal production at night, as well as briquetting. A considerable amount of development work in the mines and also preventive repair of equipment are now being done during the day. According to the plan

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only large trains are being dispatched. Since the mines and the briquette plant ship their production to the same consumers, the plan provides for daily loading of one train in a staggered fashion. This has decreased layover of cars by 5 hours.

During the first 20 days of September, railroad workers and miners of Lipetsk completed 45.7 percent of the daily loadings of ore during nighttime. The station and the ore administration have coordinated a unified technological process with the schedule for delivery of empty cars and removal of loaded trains.

In order to assure delivery of empty freight cars to loading points on the L'vov and Kovel' railroad systems, the Southwestern Railroad Okrug has adopted a condensed schedule for handling main-line trains. The schedule provides for the reductions of stops for trains of empty cars at distributing points. The trains are handled according to a sliding schedule: at designated stations they are transferred from one phase of the schedule to another. During the first 10 days of the operation of the new schedule, night carloadings on the systems of the okrug increased by 200 cars. The L'vov and Kovel' systems began to receive during the first half of the day a considerably greater number of empty cars. At present almost 50 percent of all empty-car trains on the okrug are handled according to the new schedule.

#### SEPTEMBER LOCOMOTIVE UTILIZATION BETTER -- Gudok, No 120, 7 Oct 49

During September 1,706 locomotives on the USSR railroad network achieved average daily runs of 500 kilometers or better and 2,908 locomotive engineers achieved average daily runs of 400 - 500 kilometers. In September 570 locomotive groups, comprising 3,606 locomotives, operated on the condensed schedule. As of 1 October 78 depots were operating on the condensed schedule.

The Western, Northern, Odessa, Moscow-Donbass, Southwestern, Kovel', Far Eastern, Transbaykal, and Amur railroad systems operated well during September. Systems of the Volga Okrug did not improve locomotive utilization, with the Ufa and Kuybyshev systems lagging particularly.

#### GOR'KIY PORT AND RAILROAD COOPERATE -- Rechnoy Transport, No 67, 23 Aug 49

Cooperation between workers of the Gor'kiy Port and workers of the Gor'kiy-tovarnaya railroad station is improving. In 1948, ship-to-railroad-car and railroadcar-to-ship freight handling did not exceed 35 percent. At present 90 percent of all freight passed is handled according to a completed cycle. Mutual exchange of information between port and station dispatchers as to the delivery of cars and ships for unloading has speeded operations considerably.

There are still shortcomings. Layover of freight cars in freight operations in the port is still above the norm.

#### EXPERTS PLAN STATION-PLANT COORDINATION -- Sovetskaya Sibir', No 157, 10 Aug 49

Grushevskiy and Kholopov, scientific workers at the Novosibirsk Institute of Military Transport Engineers, together with a group of students, are working out a unified technological process for operation of Krivoshechekovo Station and the railroad transport departments of several enterprises in Kirovskiy Rayon. The purpose of introducing the new process is to achieve coordination in the relation of the railroad and the plants and thereby speed car

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turnaround. Krivoshekovo Station handles one of the largest loads of freight on the Tomsk Railroad System and the new process is designed to make it operate on schedule.

**GAS USED FOR LOCOMOTIVE FIRING** -- Gudok, No 113, 21 Sep 49

Gas is being used for firing up locomotives in the Depot imeni Andreyev in Kiev.

**ULAN-UDE DIVISION SPEEDS OPERATIONS** -- Gudok, No 115, 25 Sep 49

The condensed schedule for locomotive turnaround, handling trains, round-trip operations, and new innovations in the dispatching service have enabled the Ulan-Ude division of the East Siberian Railroad System to increase the average daily distance traveled for all locomotives to 450 - 460 kilometers. In September average speed including stops has been increased 1.2 kilometers per hour over the norm, and turnaround of local freight cars is faster than the norm. Improvement of these operational indexes enabled the division to achieve savings of 250,000 rubles in August.

In August the month plan for carloadings was completed 126 percent and the plan for unloading was completed 137 percent. In June average daily distance traveled by locomotives was 371 kilometers. The entire locomotive park of the division has been transferred to the condensed schedule.

**PRIMORSKIY SYSTEM LISTS ACHIEVEMENTS** -- Krasnoye Znamya, No 179, 31 Jul 49

The Primorskiy Railroad System exceeded the 6-month plan for unloading and exceeded the prewar level for loading major cargoes by from 10 to 62 percent. Primorskiy railroad car workers initiated a plan of reconditioning all cars needing plant repair by their own efforts, and completed repairs on 269 cars above the 6-month plan. The Ruzhino car section has achieved the 1950 level for average monthly car repairs. -- F. Ganyushin, head, transport section, Primorskiy Kray Committee VKP(b).

The Ozerneye Klyuchi Station of the Primorskiy System has exceeded the 8-month plan. The drive to speed car turnaround time was carried out with the assistance of the coal enterprises and resulted in regular 24-hour operation during June and July. Night loading increased from 30 percent to 43 percent of the day's loading in June and to 52 percent in July. Layover of cars on sidings has been considerably cut. Layover for the station as a whole was cut 3.9 hours in June and 2.9 hours in July. -- T. Bratus', chief, Ozerneye Klyuchi Station.

In the first half of 1949, the Primorskiy Railroad System exceeded the unloading plan and decreased transport costs. The system took third place in the all-Union competition of railroads in the second quarter. The average daily locomotive run has increased by 30 kilometers above the norm.

**GRODNO DEPOT EXCEEDS FREIGHT PLAN** -- Sovetskaya Belorussiya, No 162, 16 Aug 49

During the first 10 days of August the Grodno Locomotive Depot handled 21 above-norm-weight trains and hauled 3,935 tons of freight above plan.

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NEW RR STATION BUILDINGS BEING CONSTRUCTED IN DONBASS -- Pravda, No 229,  
17 Aug 49

A new railroad station building is under construction in Stalino. This station, which is to be completed this year, will have three separate waiting rooms for long-distance and local passengers, a restaurant, two ticket offices, sleeping rooms, and a movie and lecture room.

Station buildings are being constructed at the Uspenskaya and Yazykovo stations of the South Donets Railroad System. The reconstruction of the Mashketovo station building will begin in the near future. Construction of station buildings at Kramatorsk, Konstantinovka, and Matveyev-Kurgan has also been planned.

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